

## ROYAL RULERS SEND MESSAGES OF SORROW

English King and Queen and King of Belgium Express Their Deep Sympathy.

### PRESIDENT TAFT REPLIES

American Cardinals Join in Expression of Grief and Urge Need of More Adequate Laws.

Washington, April 17.—President Taft made public today cablegrams received from the King and Queen of England and the King of Belgium, conveying their sympathy to the American people in the sorrows which have followed the Titanic disaster, and his responses to the messages. The cablegram from King George, dated at Sandringham, said:

"The Queen and I are anxious to assure you and the American nation of the great sorrow which we experience at the terrible loss of life that has occurred among the American citizens, as well as among my own subjects, by the foundering of the Titanic. Our two countries are so intimately allied by ties of friendship and brotherhood that any misfortune which affects the one must necessarily affect the other, and on the present terrible occasion they are both equally sufferers."

GEORGE R. AND I.

President Taft's reply to this message was:

"In the presence of the appalling disaster to the Titanic the people of the two countries are brought into community of grief through their common bereavement. The American people share in the sorrow of their kinsmen beyond the sea. On behalf of my countrymen I thank you for your sympathetic message."

WILLIAM H. TAFT.

The message from King Albert of Belgium was as follows:

"I beg your excellency to accept my deepest condolences on the occasion of the frightful catastrophe to the Titanic, which has caused such mourning in the American nation."

The President's acknowledgment of this message said:

"I deeply appreciate your sympathy with my fellow countrymen who have been afflicted with affliction through the disaster to the Titanic."

The many expressions of grief to reach President Taft included one signed jointly by the three American cardinals, who are here attending the meeting of the trustees of the Catholic University.

### POPE AND KING SYMPATHIZE

Victims Known to His Holiness and Victor Emmanuel.

Rome, April 17.—Both Pope Pius and King Victor Emmanuel have expressed their deep sympathy for the victims of the Titanic disaster and have asked to be informed of the details of the wreck and of the names of the survivors. Among the passengers were several American citizens who were known personally to the King and the Pope, as they were recently received by them in private audience.

Ernest Nathan, the Mayor of Rome, today conveyed his condolences and those of the city on the loss of life caused by the wreck of the Titanic to the American Embassy here.

### MESSAGE OF THE KAISER

He Sends White Star Line His Deepest Sympathy.

London, April 17.—The text of the German Emperor's message of sympathy sent to the White Star Line is as follows:

Achilleon, April 16.

Deeply grieved by the sad news of the terrible disaster which has befallen your line, I send you the expression of my deepest sympathy, and also with all those who mourn the loss of relatives and friends."

WILLIAM, I. R.

### DECRY ELECTRIC BULKHEAD

Well Known Constructors Prefer Hydraulic Control.

London, April 17.—The electrical control of the bulkheads installed in the Titanic is coming in for much criticism. It is said here that they are a pet idea of Lord Pirrie, who insists on introducing them in ships built at Belfast, despite the condemnation of many well known constructors, who pin their faith to hydraulic power as being far more trustworthy.

These constructors point out that even a small mishap is likely to render the electric installation useless.

Naval engineers in this country have pointed out that the tremendous impact of a vessel of the Titanic's great tonnage, striking at high speed an immovable mass, such as an iceberg, would have ruptured and rendered useless the mechanism controlling the closing of bulkheads. In their opinion the only certain precaution to take is to have all the bulkhead doors closed when the ship enters a region of fog or ice and after dark.

### ALLAN LINER TOOK NO RISK

Tunisian Stopped All Night in Ice Field and Turned South.

Liverpool, April 17.—The Allan liner Tunisian, which arrived today, reports that on Saturday at midnight, when 887 miles east of St. John's, she encountered "Good luck" to the Titanic.

Later she entered a huge ice field through which she steamed for twenty-four hours; then stopped all night, eventually turning sixty miles south.

### PROMINENT WOMEN WHO WILL AID SURVIVORS.

MRS. ARTHUR M. DODGE. MRS. CORNELIUS VANDERBILT, JR. MRS. HENRY F. DIMOCK.

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Philadelphia, April 17.—P. A. B. Widener, a director of the White Star Line and one of the organizers of the International Mercantile Marine Company, acknowledged this afternoon that he had given up all hope of ever seeing his son, George D. Widener, alive.

"George went down with the ship," Mr. Widener said to close friends, "and he went down like a man, fighting to save the women and children."

"Why shouldn't Mr. Widener be aboard the Carpathia with the survivors, if J. Bruce Ismay, head of the White Star Line, was saved?" Mr. Widener was asked.

"Ismay? Oh, Ismay saved himself," was his answer.

To persons who knew George D. Widener the fact that his name does not appear among the list of survivors is no surprise. One of these told today how his real friends knew him—a great big, full-blooded man, full of courage, always planning womanhood before everything, ready to sacrifice himself rather than see others suffer. Many little deeds of George D. Widener came out to-day—deeds of which he never spoke.

One dark night, not very long ago, one of his close friends met Mr. Widener in 15th street. He was juggling a big clothes basket, and beside him toddled a little, aged woman, who was delivering clothes she had washed. George D. Widener was juggling the basket in an effort to make lighter the woman's load.

An official of the Insurance Company of North America said to-day that his company carried a small part of the risk upon the Titanic, as do some other Philadelphia companies, but he denied that any of them carried any large amounts. He thought the loss to the insurance companies on the cargo and personal property of the passengers would amount to about \$12,000,000.

### SAW ICEBERG TITANIC HIT

Officers of the Armenian Believe They Sighted Giant Mass.

(By Telegraph to The Tribune.)

Boston, April 17.—Chief Officer Walker and the men of the steamship Armenian, of the Leyland Line, now in dock here, declared to-day that in all probability they passed within sight of the iceberg that sank the Titanic. The Armenian left Liverpool on April 8.

"About noon on Sunday we ran into the largest sea of drift ice that any of our crew remember having seen," declared Chief Officer Walker. "The day was brilliantly clear, and the expanse of ice seemed to stretch clear to the horizon on three sides. At far intervals were towering peaks of clear ice, ten or twelve of which could be counted. Orders were sent to the engine room to reduce speed and the Armenian threaded her way slowly through the mass, clearing it early in the night."

"All through the afternoon the crew and passengers marvelled not only at the number of icebergs, but also at their size and unusual formation. One that we passed about 6 o'clock, about a mile and a half to starboard, was the largest I or any one on the ship had ever seen. Its height was estimated to be between 250 and 300 feet at the highest point. In shape it somewhat resembled a lion or dog lying down. A mass that was visible above the water line seemed to be about four hundred yards from end to end."

"The great iceberg at the time it was sighted was clear of the sea of drift ice. Calculations lead the officers of the Armenian to believe that it was this berg that wrecked the Titanic."

### WORST ICE FIELDS KNOWN

Three Ships Report Conditions Off the Banks Very Bad.

(By Telegraph to The Tribune.)

St. John, N. B., April 17.—Three transatlantic liners which arrived here today reported the ice fields off the Newfoundland Banks as the worst ever encountered.

The vessels were the Hamburg-American Line steamer Pisa, from Bremen, and the Canadian Pacific liner Montrose, from London and Antwerp.

The Corsican reported that she and four other steamships, including the Hamburg-American liner President Lincoln, were forced to stop in an immense field of ice Thursday night, so thick that the ships and so close were several of the monster icebergs.

The steamer Pisa experienced great difficulty in navigating the ice fields and passed several bergs which were more than 200 feet high. Chief Officer Otto Mangerson, of the Pisa, said several larger bergs were seen to the south, and it is believed it was one of these that sank the Titanic.

Captain Webster of the Montrose said there was more ice further south than he had seen in his experience of more than forty years. He said the depth of the sea where the Titanic went down was probably 2,000 fathoms. He was at a loss to understand why so great a ship as the Titanic should have been sent to the bottom by smashing against the ice. He said he had been in collision with icebergs three different times while sailing under the flag of the Elder Dempster Line, several years ago, and once the steamer's bows had been crushed in twenty-five feet, but the vessel kept afloat.

All three of the vessels reported having sent wireless warnings of the presence of the ice field at the time they passed through it.

### HELP FOR LONELY GIRLS

Travellers' Aid Society to Care for Cabin Passengers.

If when the Carpathia arrives there are any lone and friendless women among the first and second class passengers from the Titanic they will be taken into the arms of the Travellers' Aid Society, of No. 28 East 48th street. An extra force of agents will be on hand to meet the boat and to do anything mortal can to help the unfortunate.

The representative of the society said yesterday that they expected to find many cases among the second class women.

"Most of the first class passengers," she said, "have friends who live in New York or who have the means to come to meet them with money, clothes and companionship of friends. But the second class passengers are often quite alone in the world."

"The women of the steerage are beyond our help. They are always cared for by the women of the island, you see, and government officials do for them what we do for gentlemen."

### WIDENER LOSES ALL HOPE

Father Believes He Will Never See His Son Alive.

(By Telegraph to The Tribune.)

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### WOMEN'S RELIEF PLANS

Shelter and Clothing Ready for Destitute Survivors.

(By Telegraph to The Tribune.)

One day of horror and weeping, and then the women of New York bestir themselves to bring practical relief to the survivors. First to act was Mrs. Nelson H. Henry, wife of General Henry, Surveyor of the Port of New York. She called to her fifteen of her personal friends, who held a meeting yesterday morning at the home of Mrs. Abram S. Hewitt, No. 9 Lexington avenue, to consider ways and means of bringing immediate relief to the women and children of the Titanic, as soon as they arrive on the Carpathia to-morrow.

For these stricken ones have not only lost fathers, husbands, brothers, but they are penniless, friendless, without clothing and material possessions. They need creature comforts.

Women of the highest social position have responded to the call for help for these stricken women. The original fifteen to whom Mrs. Henry telephoned when the inspiration first came to her that "there was something women could do" were Mrs. Cornelius Vanderbilt, Jr., Mrs. Henry F. Dimock, Mrs. Herbert L. Satterlee, Mrs. Paul Dana, Mrs. Charles B. Alexander, Mrs. James Herman Aldrich, Mrs. Richard Irving, Mrs. William Church Osborn, Mrs. Henry Whitney Munroe, Mrs. J. Van Notten, Mrs. Virginia Potter, Mrs. Sarah Cooper Hewitt, Mrs. Eleanor Hewitt, Mrs. Arthur M. Dodge and Mrs. Edward Kingwood Hewitt.

Others who have promised to join the New York City Women's Relief Committee for the Titanic Steerage Survivors are Miss Anne Morgan, Mrs. E. H. Harriman, Mrs. Russell Sage, Miss Grace Bigelow, Miss Clara L. Ogden, of Brooklyn; Mrs. Stewart L. Woodford, Mrs. Charles B. Alexander and Miss Alexander, Miss Clara Irving, Miss Mary C. Percy, Mrs. Edward R. Hewitt, Mrs. Sidney Dillon Ripley, Mrs. Charles Francis Rice and Mrs. Wilbur C. Fisk.

### FOUR COMMITTEES NAMED.

At the meeting held yesterday Mrs. Henry was acclaimed chairman of the committee, and Mrs. Abram S. Hewitt, the hostess, a woman "ninety years active" was made honorary chairman. Four committees were appointed. Mrs. Henry is chairman of the finance committee, with Mrs. James Herman Aldrich, of No. 150 West 58th street, as assistant treasurer, to whom all checks should be sent. Twenty-seven hundred dollars has already been subscribed, and more comes to the treasurer by every mail. Mrs. Russell Sage gave \$50, Mrs. Aldrich \$20, Mrs. Henry F. Dimock \$20, Mrs. Hewitt \$100, Mrs. Wilbur Fisk \$150, and so on through the lists.

Mrs. Edward R. Hewitt was appointed chairman of the housing committee, and Mrs. Henry of the entertainment committee and Mrs. Paul Dana of clothing.

The plans are not yet complete, of course, but the following is the general programme to be followed by the women's relief committee: Fifty women will be on the dock to meet the steerage women on the Carpathia, among them being the officers, ten trained nurses chosen from forty more, as volunteers, to care for the sick, the dead and the dying. There will be a supply of emergency clothing, long coats, skirts, shoes and hats, will be on the dock for the destitute passengers, who are supposed to have escaped with only the clothes they had on their backs when the crash came.

"Many of them will still be practically destitute," Mrs. Henry explained to reporters yesterday afternoon at her home, No. 59 West 7th street. "It is extremely doubtful if the people on board the Carpathia would be able to relieve the steerage women to any extent. Their first services would be to the first and second cabin passengers. Mrs. Astor is reported to have been found in a nightgown and mackintosh, and probably her fellow travellers were in the same plight. There would be some first class passengers on the Carpathia who would be able to spare things for them, but probably there are few steerage passengers on her, the number going to Europe does not compare, of course, with that coming over here, so doubtless the steerage women will need coats and shoes on the dock."

### PLACES OF SHELTER READY.

"No. We shall not have any physicians with us. The Board of Health will look out for that part of the work, as of course the regular inspectors at Ellis Island cannot make the usual examinations. The steerage women, like the others, will be brought immediately to the dock, immigration as well as Custom House formalities being dispensed with. The nurses with us will be able to care for those who are nervously exhausted, and medical assistance will be secured as soon as possible after the proper and true to their destination. The same is true of religious services. There will be no clergymen in our little company, but the deaconesses will offer what spiritual help they can."

"We shall have carriages waiting to take the survivors to places where they can be sheltered. As much as is possible they will be kept together. The young girls and women will be taken to the Junior League House, in East 78th street, where preparations are being made for about seventy. Two hundred married women and their children are to be cared for at the Working Girls' Home of the New York Association of Working Girls Societies, of which Miss Virginia Potter is president, while babies and their mothers will be taken in at the various day nurseries."

"We shall try before everything else not to separate families—they've had separations enough already. And the reason we are sending them to institutions instead of into private homes or hotels, where only single families could be accommodated, is so that they may have the companionship of those who have been through all these terrible experiences. Also, they will be in the hands of trained nurses, physicians and social workers, who will give them all the physical comforts they can and human sympathy through all the hours of the day and night."

"That is what we want this committee to stand for more than anything else—human sympathy. It may be expressed in clothing and medicines; it may be in tears of pity which cannot tell our sympathy in words these foreign sisters can understand, but we want all Europe to know and to feel that American women are their friends and that when sorrow and disaster come we open our hearts to them."

"We need a great deal of money, you see, because we have promised the federal authorities to have the immediate present, but not only in the immediate present, but until every one of them has been settled as comfortably as possible. They will all need clothing of all kinds, and to get that, we ask for money and for old garments, especially underwear, cloaks, hats and suits. Of course, we don't know how many women there are, or how many children, or what they need most. That is why we prefer gifts of money, though probably all sensible, serviceable clothing could be used."

"We shall appoint some central receiving office, possibly an armory building, where clothing may be sent. At present it should be sent to Mrs. Paul Dana, No. 1A Fifth avenue, chairman of the clothing committee. We shall call, too, for volunteer workers who will come to the armory, sort the clothing, and carry it to the needy ones."

### Write for Information About the Offer to Exchange

A NEW Francis Bacon Piano

FOR THE OLDEST DUBOIS & RAVEN OR BACON & RAVEN PIANO AVAILABLE.

THE BACON PIANO CO. Room 365, 565 FIFTH AVE. Near 42nd St.

There will be a great deal of work for everybody.

Sympathize with President.

"One of the things we did this morning was to send a telegram to President Taft, offering our assistance and offering to be responsible for 250 or more women and children, and sending also our personal condolences to him in his grief over the loss of Major Butt. He was a charming man, I have known him well for years and I feel this a deep, personal loss."

Offers of co-operation poured in on Mrs. Henry all day. Mrs. James P. Cohen, president of the New York City Mothers' Club, after an executive meeting in the morning, called upon all members of her club to contribute money or personal service.

Pierre Mac, the Belgian Consul in New York, wrote Mrs. Henry a letter offering the assistance of the consular office and the Belgian Relief Society. Many of the Titanic passengers are believed to have been from Belgium.

A special benefit performance of "The Garden of Allah" has been offered by the Liebler Company, and Miss Ada Sterling, the actress, has offered to repeat her play "The Lion and the Lamb" for the benefit of the destitute survivors. The committee of the Woman's Relief Committee, whose duty is to pick and cull from the many schemes for benefit entertainments which are constantly being suggested by telephone and letter, is one of the largest of the four main committees. It includes Miss Anna Morgan, Miss Elizabeth Marbury, Mrs. Munson Harris (Mrs. Henry's daughter), Mrs. J. B. Harrison, Miss Amy Sloane, Mrs. Richard Irving and Miss Clara Ogden.

The complete lists of members of the other committees are as follows:

Housing—Mrs. E. R. Hewitt, Miss Virginia Potter, Mrs. R. Irving, Mrs. H. Olsheslager, Mrs. J. H. Price, Mrs. Stafford Morgan and Miss Katherine Tweed.

Finance—Mrs. Nelson Henry, Mrs. E. H. Harriman, Mrs. C. B. Alexander, Mrs. H. F. Dimock, Mrs. J. H. Aldrich and Mrs. S. D. Ripley.

Clothing—Mrs. Paul Dana, Mrs. J. H. Aldrich, Miss Grace Bigelow, Mrs. Henry Dimock, Miss C. M. Stewart, Mrs. A. M. Dodge and Miss Clara Ogden.

The committees will meet again this morning at Mrs. Abram S. Hewitt's.

### MAYOR STARTS RELIEF FUND

Action Follows Exchange of Cable Messages with London.

Mayor Gaynor made the following announcement yesterday:

City of New York, Office of the Mayor, April 17, 1912.

To the Public: No doubt the names of the survivors of the crew and passengers of the Titanic and of the survivors of those who lost their lives will be in the news of immediate assistance. All those who desire to help may send their contributions to the Mayor's office. A like fund is being raised in London.

This action followed a cable message from the Lord Mayor of London, saying a relief fund for the sufferers from the Titanic disaster had been opened by him and intimating that the opening of a similar fund here would be appreciated. Mayor Gaynor replied that he would start such a fund.

The cable messages follow:

London, England, April 17, 1912.

The Mayor, New York.

Opening fund relief sufferers Titanic disaster. Will warmly welcome your sympathies. LORD MAYOR OF LONDON.

New York, April 17, 1912.

Relief fund Titanic sufferers has our hearty sympathy. Will open one here. GAYNOR, Mayor New York.

### MR. MILLET'S UNFINISHED WORK.

New Bedford, Mass., April 17.—Frank D. Millet, the artist, who was aboard the Titanic, and whose name does not appear on the lists of survivors, had been engaged to paint the mural decorations for the new Public Library in this city. Mr. Millet had notified the library trustees that his sketches were complete and that he would bring them back from Europe on the Titanic. The artist formerly lived in Mattapoisett, a few miles from New Bedford.

### PENNSYLVANIA RAILROAD

To Key West and Cuba

The through car service between New York and Key West now in operation is a distinct advantage to travel between this section and Cuba.

It is a direct rail line to the tip end of Florida with a ferry thence to Havana.

The dauntless courage and the restless energy of Mr. Flagler made the oversea railroad to Key West a fact and so placed at the disposition of the traveling public a rail line to within 90 miles of the Cuban capital. It brings Havana almost as close to New York as New Orleans. It eliminates the necessity of a trip by sea and saves almost two days in the time of transit.

The through drawing-room Sleeping Cars operated over the Pennsylvania, Atlantic Coast Line, Seaboard Air Line and Florida East Coast Railway leave New York Pennsylvania Station 9.34 A. M., West Philadelphia 11.55 A. M., Baltimore 2.06 P. M. and arrive at Key West 9.00 A. M. second morning and the connecting steamer arrives at Havana 5.00 P. M. the same evening.

Apart from the other advantages in time and comfort the railway ride over the ocean gives to this trip an absolutely unique distinction.

### MANY KEEP VIGIL OF 36 HOURS IN LONDON

White Star Offices Crowded Till Company Agrees to Telegraph Information.

ROYALTY AIDS SUFFERERS

King George, Queen Mary and Queen Mother Alexandra Contribute—Hammerstein's Offer.

(By Cable to The Tribune.)

London, April 18 (Thursday).—All through yesterday there was a constant stream of anxious inquirers after missing relatives and friends at the offices of the White Star Line, in Cockspur street and Leadenhall street, and many men and women remained hour after hour, scanning the notice boards from time to time, in the hope of finding fresh names of survivors.

Some watchers completed the thirty-sixth hour of vigil, during which they had never left the office, save for short intervals in which to get food. Others were ceaselessly darting in and out, looking at the boards and going off again to perambulate the streets in the neighborhood, too agitated to remain long in one place.

One of these was a young wife, a fair-haired little creature, scarcely more than a girl. She bore up bravely under the continued disappointments, but eventually fortitude forsook her and she burst into hysterical weeping. There was a young man with four sisters and a brother among the passengers of whom he had not heard a word. In an effort to control himself he bit his lips until it seemed as if blood must come.

The tragedies in every heart dragged on for another hour, and 9 o'clock came with still no note of relief. There is a very fine chime the half hours, with bells which chime the half hours, would have been ruptured and rendered useless the mechanism controlling the closing of bulkheads. In their opinion the only certain precaution to take is to have all the bulkhead doors closed when the ship enters a region of fog or ice and after dark.

The officials' position was a sad and helpless one. Over and over again the same questions were addressed them, always with the same response: "No news."

Soon after 9 o'clock a merciful thought struck them, and they announced that in all probability there could be no news for hours, and offered to telegraph the name of any particular passenger which appeared in the list to any one who cared to leave his or her name and address. About half of those waiting availed themselves of the offer and departed.

### PEACE COMMITTEE TAKES ACTION.

A meeting of the executives of the British committee for the celebration of the centenary of peace, held under the presidency of Earl Grey, to-day passed the following resolution:

This committee formed to celebrate the centenary of unbroken peace and friendship between the British Empire and the United States of America desires to convey the expression of its profound and heartfelt sympathy to the families of those who have been lost with the Titanic, a member of this committee, who was traveling by the vessel on a mission of peace, calling by the vessel on a mission of peace.

A memorial service for the victims is to be held at St. Paul's Cathedral on April 19.

Much indignation is still expressed in connection with the publication of the telegrams stating that the Titanic was in tow of the Virginian just after the news of the accident was received. Colonel Charles E. Yates, Member of Parliament for Leicester, will ask the president of the Board of Trade in the House of Commons if his attention has been drawn to the publication of the telegrams and whether their origin could be traced.

### CONGRESS URGED TO ACT

Mayors Ask Laws Protecting Ocean Travellers.

WIRE PLEA TO WASHINGTON

Telegrams Sent to President Taft, Senate and House Recommend Speedy Legislation.

As a result of the Titanic disaster telegrams signed by a number of the mayors of the leading cities in New York State were sent yesterday to President Taft and the two houses of Congress advocating the speedy passage of a law requiring all passenger steamers to be fitted with enough lifeboats and rafts to receive safely every one on board. Nearly forty mayors throughout the state notified William P. Copes, secretary of the State Mayors' Conference, by telegraph yesterday of their willingness to share in the recommendations.

The telegram sent to the President and signed by the mayors reads:

We unite in urging you to send to Congress a special message recommending the speedy enactment of well considered statutes that will effectively require every passenger vessel leaving a United States port to be equipped with such lifeboats or rafts as shall suffice to receive and float every human creature on board.

The text of the telegram sent to the Senate and House of Representatives follows:

We unite in urging speedy enactment of well considered statutes that will effectively require every passenger vessel leaving a United States port to be equipped with such lifeboats or rafts as shall suffice to receive and float every human creature on board.

Among the mayors who signed the telegrams yesterday were James B. McEwan, Albany; John Irving, Binghamton; James T. Lennon, Yonkers; David Sheehan, Elmira; John K. Sturge, Poughkeepsie; Dr. Miriam K. Lunn, Schenectady; Frank J. Baker, Utica; David D. Long, Oswego; James J. Moran